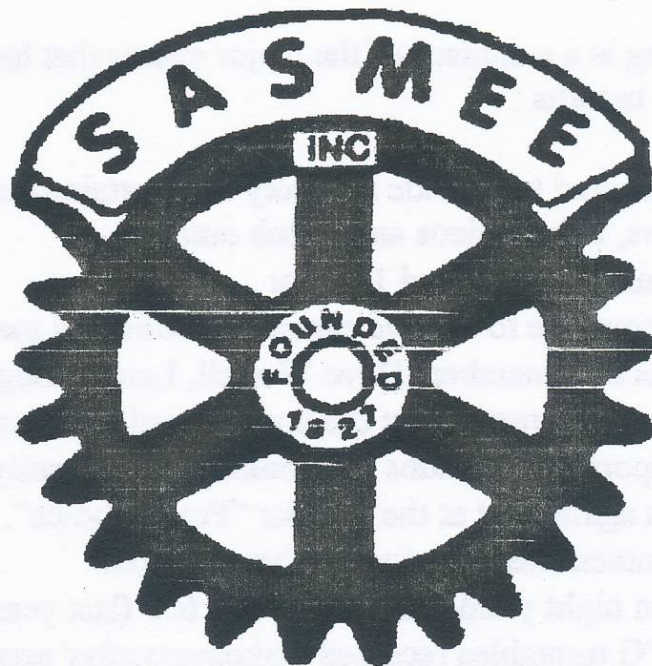




S. A. S. M. E. E. Bulletin

**SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS**

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1927 ~ 2005

**THE OFFICIAL JOURNAL OF
THE SOUTH AUSTRALIAN SOCIETY OF
MODEL & EXPERIMENTAL ENGINEERS INC**

SEPTEMBER 2005

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PRESIDENT'S REPORT FOR 2005
THE 78th ANNUAL GENERAL MEETING HELD ON 9th AUGUST 2005

Members, the following is a summary of the major events that have occurred during the past twelve months :

- I have again endeavored to provide a variety of entertainment for your enjoyment, namely slide shows, talks, videos and a club outing.
- New members joining =3 Full and 1 Junior
- Public field days continue to receive excellent public and member support.
- Unfortunate deaths of 3 members Dave Worrell, Len Claridge & Albert Yerman.
- After many years of procrastination the honor board was finally made up.
- It is pleasing to report that our subs still remain exceptionally low at \$35.00 pa.
- Annual club lunch again held at the popular "Fresh Choice". 45 persons went.
- Obligatory Government Registration has been relaxed.
- The annual auction night yielded a dismal \$95.60. (last year was \$500>)
- Both 5"G & 7 1/4"G turntables received makeovers after many years of service.
- A number of steam locomotives have been sold to members within the club.
- An excellent display at the annual show of work in November.
- General Meetings have been well attended. Ave = 38 Max = 51 Min = 30
- SASMEE adopted a zero tolerance to non-enclosed footwear.
- Xmas BBQ was supplied free to members & families. 38degrees, over 100 present.
- SASMEE donated \$1000.00 to the Tsunami Appeal. (a public field day taking)
- Club play night in January. Sizzling 41.7 degrees. No steamers but 10 others attended.
- Club sponsored outing to the National Railway Museum at the Port. 38 attended.
- A new 5"G 4 road carriage shed & shunting yard is well under way.
- A new 5"G loco lifter is underway.
- There have been 4 issues of SASMEE Bulletin issued. Many thanks to Bill Coles.
- Loco trials & Safety Valve run for this year have been delayed until August.
- The 7 1/4"G section of the girder bridge has been completely re-timbered.
- Excellent service by the ladies in the canteen. The club owes a big thankyou.
- The untiring efforts of the "Wednesday Boys" is keeping the place in great shape.

I wish to thank you, the members, for all of your help and input into the running of our club, whether it be by helping out on Public Field Days, general duties or just attending meetings - - it all helps.

One should not pick out names however there are three members, same fellows again, who perform tasks that are always taken for granted.

- Graeme Driscoll for his never-ending attention to weed spraying.
- John Lewis for all of his "Behind the scenes tasks". (plenty I might add!)
- John Beal for looking after the toilets.

I would also like to take the opportunity to thank the outgoing Executive Committee for their generous support in helping to manage the affairs of a very successful club

SASMEE.

Barry Dunstan.
President.

CLUB JOTTINGS

By SMOKEY

WINTER RUNNING MAY 05

Well, where is winter?. One could be forgiven for thinking that the PFD on Saturday was in summertime! It was a pleasantly warmish day of 23degrees, a large crowd and at least 6 birthday parties which kept Jack Davey on the gate, busy co-ordinating names on party lists. Michael Moyse, once again stood outside our entrance gate alongside our new 36"x 18" sign which advises patrons that fully enclosed footwear is required in order to ride on the trains. It also advises that train rides are free.

The idea is to advise patrons of the conditions prior to entering our grounds and paying the admission fee charges. For the second public field the safety officer of the day, Barry Dunstan, noted that all train riders were wearing the appropriate footwear --- a very pleasing result.

Since SASMEE's policy of zero tolerance of improper footwear was implemented, and along with other safety measures, we can say now that our duty of care to the public is as good as we can possibly make it.

Two chaps in the steamhouse, Ralph Ollerenshaw and John Weidenhoffer have worked frantically for some 3 weeks to repair the "Jones" engine which operates water feed for the "Pascoe" boiler. The piston rod, which had become extremely pitted was hard chromed and refitted with excellent results. With the 2 other stalwarts Colin Cook and Bob Scanlon many questions from the public are answered relating to the working of the steamn machinery.

As usual the boat pond hosted water craft operated by Norm Kernick, Bob Smith and Mary and Gerry Turner. Although nursing a broken toe Kristine Templeman ably assisted Jean Clark and Margaret Lewis in the canteen.

Drivers reported favourably on the re-alignment of the 5"g track at the Northern end adjacent to the proposed 5"g carriage shed.

SASMEE PARK STATION 5"g

Station attendents David Hawkins and Trevor Morcom dispatched the following trains: _

2-8-2 D&RGW "Mudhen"	Peter Hoyer.
4-6-0 LNER B1 #1088	Terry Trezise.
4-4-0 Virginia	Brad Cottle.
4-6-0 3cyl. Freelance	Glen Templeman.
0-6-0+0-6-0 Kitson Myer #34	Graeme Driscoll.
4-6-0 {3.5"g} Doris	Alan Wallace.
----- Steeplecab Electric	Ian Clark.

MILLSWOOD STATION 7.25"g

Station Attendants Alan Brabham and Alex Mitropoulos
dispatched the following trains:-

0-4-2 Talyllyn #1	Bert Francis.
0-4-0 Dolgoch #2	Craig Dunstan.
0-6-0 Hunslett Petrol/hyd.	Ian Thomas.

MILLSWOOD STATION

It is 10 years since the above station was rebuilt and the station name of "Millswood" {2 of them} were beginning to show the ravages of time and accordingly they were renewed in May of this year.

When the station was rebuilt, in 1995, the pre-existing name was changed to "Millswood" in remembrance of the station just outside of our grounds on the 5` 3"g line which was closed by TransAdelaide some years ago.

WINTER RUNNING JUNE 05

Once again, where the heck is winter?!

The PFD for Sunday 5th June drew a superlative crowd creating a new gate record. A mild sunny day of 21degrees was an excellent recipe for a perfect day.

The canteen was well stocked with staff to feed the hungry hordes. Marg. Lewis, Jean Clark, Suzanne Thomas and Kristine and Janelle Templeman helped out in this regard.

Our 5"g power was lacking due to several of our members attending a private run at Quorn in the North.

Special thanks go to Ian Clark, John Monte and Malcolm Ambler for running 2 carriages apiece and keeping passengers on the move --- a sterling effort chaps!

At times the public were shunted over to the 7.25"g track where no less than 6 locos were operating. For most of the afternoon there were 60-65 people queued up at each station and roughly 100 people at any given time on trains and notwithstanding this the grounds still looked a sea of people.

Vantage points around the pond were few as Norm Kernick, Bill Weste and Mary and Gerry Turner gave a good show with their boats.

The steam house was very popular with attendees Ralph Ollerenshaw and John Weidenhoffer answering all sorts of questions from curious onlookers.

In spite of the large crowd Safety officer, Jeff Schaefer only had to chat a couple of young lads for climbing trees. As said earlier power abounded on the 7.25"g track and every available carriage was in use. It must be said that 6 trains on this circuit is a bit much, however there were many people to move.

Strangely enough we never seem to hear any complaints from the Public. We ensure that every one gets at least one ride.

We are fortunate enough to have a new addition to the 7.25"g shed, 2-6-0 "EUDLO" owned and operated by Andrew Mathews.

Boiler details have been transferred to SASMEE and boiler inspector Bill Coles has done the necessary certification.

MILLSWOOD STATION 7.25"g

Station attendants Alex Mitropoulos and Les Smith dispatched the following trains:-

0-4-2 Tallylyn #1	Bert Francis.
0-4-0 Dolgoch #2	Craig Dunstan.
0-4-0 Jens #1938	Bill Coles.
4-6-2 Pacific #8443	Ian Thomas.
2-6-0 Eudlo #3	Andrew Mathews.
0-6-0 Hunslett Petrol/Hyd	Andrew Thomas.

SASMEE PARK STATION 5"g

Station attendants Graham Richards and Ainsley Cuthbertson dispatched the following trains:- No steamers!!

----- Steeplecab Electric	Ian Clark.
----- NSW 422 Class D/E	Malcolm Ambler.
-----004 + 005 {Double Headed}	John Monte.

These 3 trains really did an outstanding job and many thanks must go to everyone who helped make the day a success. --- Remember the Public can be fickle at times and not to have one complaint means we can all have a pat on the back. As a matter of interest it can be said that as a matter of rule it takes no less than 30 members to handle all tasks on a public field day. In fact today we had 33.

PRESIDENT'S COMMENT

"This is why I have a policy of at least one outing a year, paid for by the club, as a way of thanking members for their participation

SICK LIST

On 30th May Michael Tingay spent a couple of days in Hospital for some plumbing alterations and a couple of days recuperating in the Glenelg Community Hospital. He was well enough to attend the PFD on 5/6/05, however we only allowed him to do light duties. {Looking on!!}

ENTERTAINMENT

The June meeting was well entertained by several DVD's shown by Bryan Homann. The first was an excellent coverage of the building of the Sydney Harbour Bridge, especially put together from a series of films taken at the time, and narrated by one of the original designers. The second short DVD was a 1942 German propaganda film on their railway locomotive building program. If one disregarded the overpowering German dialogue the construction of the thousands of locomotives made for good viewing. The third DVD, with excellent credit to the producer, was on a journey of the P.S. "MARION" from Goolwa, via Lake Alexandrina, to participate in the wooden boat festival with lots of highlights thrown in for good measure. The journey ended with the "MARION" eventually returning to Mannum.

At the July meeting a well prepared lecture was given by Bill Coles on cutting tools and their uses, Bill has become very adept in this field and has overcome many problems encountered with miniature engineering by being able to manufacture tools to do the job.

WINTER RUNNING JUNE 2005

Whilst we were wonderign where the heck is winter it was saving itself for a big blow and certainly came in with a big rush to give Adelaide the wettest June on record!!

The PFD on Saturday 18th June was a wet and dismal with an equal dismal show of members and motive power. Just 2 locos steamed up around 1pm and braved the rain before deciding to give up. Heavy rain had been forecast for the afternoon and with the trains cancelling out and no boats, the decision was made just prior to 2pm to cancel the PFD, much to the dissappointment of some 20 people waiting at the gate. They were somewhat understanding when informed of our situation. The steam house had the boiler operating for a short while and whilst under cover John, Ralph and Bob made the most of the warm surroundings.

Many times over the years rain has developed during the afternoon and trains and patrons have scurried for cover, however no one can remember when we actually had to cancel on account of the weather. So one can hardly say that our record has been tarnished.

With the exception of the boys in the steam house everyone else had gone home by about 2.45pm.

AN UNWELCOME STAY

Heard tell that in early June Alan Brabham and wife Pauline went to Western Australia for some 10 days to visit relations.

All went well until nearly ready to fly home when Alan began to feel a little off colour. A visit to the Doctor eminated whereby he was told his condition was somewhat serious -- into hospital immediately -- with gastroenteritis.

Alan was to stay hospitalised for 6 days which was a real damper to the holiday. As well, travel arrangements were thrown into disarray -- plane flight to be rescheduled.

Being the real trouper that he is Alan has bounced back to good health save for his back problem that he is still working on.

A POINT OF VIEW.

One of the many facets that make for a good and interesting railway are points, also known as turnouts.

Whatever you like to call them considerable expertise is required in construction, even more so for those incorporating multi gauges, bearing in mind the different wheel standards.

SASMEE is able to cater for all.

For a while now member Graeme Driscoll has been tending to this exacting task and has been recently manufacturing several sets of points required for the new 5" gauge carriage sheds. For which the club is indeed grateful for this contribution.

PS -- It has been rumoured that when Graeme strikes a difficult problem in building his new "V8" loco he will take his mind off the problem for a while and make a set of points. Good one Graeme!

WINTER RUNNING JULY 2005

For a winter day the PFD on Sunday 3rd July was a cool 16degrees with sunny periods, quite a contrast to the previous run which did not eventuate due to the dismal weather.

The day was busy, but quite layback because there was heaps of power on hand.

Again the choicest spot on the grounds was in the steamhouse where it was snug and warm and Ralph, John and Colin would not have swapped places for anyone. Due to unfortunate circumstances Bob Scanlan could not be present and it is hoped that his situation can be resolved.

It was a day with few birthday parties which meant more people purchasing foodstuffs from the canteen. Marg. Lewis, Jean Clark and Marie Trezise helped out in this area.

A couple of new craft were noted on the pond, however the owners were unknown to the writer.

The following locos were present:-

7.25" gauge 0-4-2 Talyllyn #1

Bert Francis.

" 0-6-0 Koppel

Glen Templeman.

" 4-6-0 Black Five #5026

Rodney Harris.

" 0-4-0 Dolgoch #2

Barry Dunstan.

Editors note :- Due to some time restraints it was necessary to insert this article after the Bulletin had been Laid out. Page numbers for this article are 6-a-b-c-d. Page 7 is the continuation of "Winter Running July 2005"

LOCO TRAILS / SAFETY VALVE RUN.

Notwithstanding the delay from June until Saturday 27th August it turned out to be text book weather with a warm and Sunny 24 degrees and plenty of locos to add to the success. The first train was a little late in leaving at approximately 10.30am and all the others followed with no mishaps occurring. The load was left to the discretion of the driver, however a club 7.25" g flat car was loaded with 30 Besser blocks for inclusion if desired.

The 5" g Dynamometer car and computer car was supplied by Alan Wallace. Drivers of the 7.25" g locos were to supply their own off-set coupler.

The most spectacular train of the day would have to be Ian Thomas' s 7.25" g Green Pacific #8443 hauling the Dyno set, + 4 club 7 footers, + the 0-6-0 petrol / hydraulic diesel {dead} and the Besser block car.!! When under power the bark of the exhaust could be heard from one end of the grounds to the other particularly the long grade out of the tunnel.

The loco had occasional slipping problems, however Ian' s masterful hand always resulted in the big loco regaining its feet. Ian' s loco is known Australia wide for its brilliant sound effects.

When it comes to efficiency history has shown that a loco does not have to big to win the trials. Another impressive performer was Bryan Homann' s 5" g 2-8-0 Nigel Gresley hauling an impressive array of his own 6 foot long stock which also included articulated wagons. In order to help improve efficiency it was noted that Bryan was powering downgrade into the tunnel which made an impressive sight and sound. This loco performed well considering that it did 2 consecutive runs, firstly with Bryan and then with his son Peter, for 30 minutes each.

Whilst the trials were being conducted on the 7.25" dual gauge

track many 5"g locos made good use of the 5"g circuit. Later in the afternoon Graeme Driscoll's loco suffered a broken water gauge glass which brought his run to an end. Luckily he had completed the trials earlier.

Fifty people attended the event. With the "Trials" completed the "Safety Valve Run" took off in earnest.

Things came to a halt at 5.45pm when our hot dinner was served to 42 hungry souls. Once again the meal consisted of Vilis cocktail pies, pasties and sausage rolls together with various Pizza Hut Pizzas washed down with copious amounts of tea, coffee and soft drinks. Earlier in the day delicious marble cake and sultana cake was available with morning and afternoon tea. No one can say that SASMEE does not look after participants in Club events.

Having been fed many members got down to some serious night running. Good to observe that front and tail lights were not forgotten. These varied from small LED lamps to full size red marker lamps fastened to the rear of riding trucks.

SASMEE at night is an awe inspiring sight with the dozens of coloured searchlight signals filtering through the many clouds of steam which, because of the coolness of the night, seemed to hang around for ages.

The grounds were finally vacated around 11pm which brought to an end another successful SASMEE event, and many thanks must go to all who made it so.

RESULTS

The winner of the most efficient loco was Alan Wallace with an efficiency of 2.11, second place went to Ian Thomas with 1.68, while third place went to Bryan Homann with a value of 1.58. A more detailed report on all the participants will be given in the next Bulletin.

TRIAL PARTICIPANTS

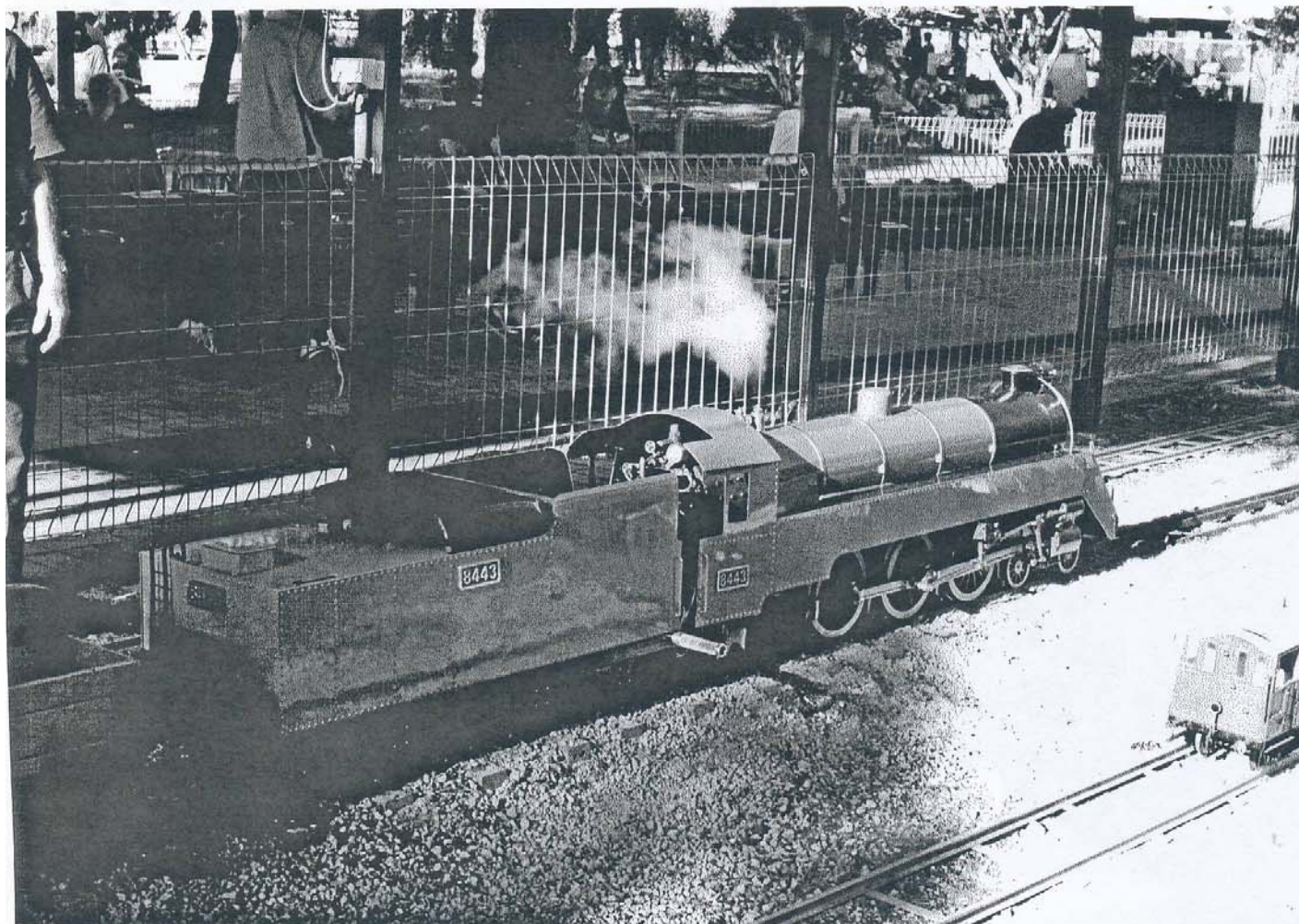
7.25"g	Koppel	Glen Templeman.
"	0-4-0 Jens #1938	Bill Coles.
"	4-6-2 Green Pacific #8443	Ian Thomas.
5"g	0-6-0+0-6-0 Kitson Myer	Graeme Driscoll.

"	2-8-2	Mudhen #453	Peter Hoyer.
"	4-6-0	Black five #5073	Alan Wallace.
"	2-8-0	Nigel Gresley #456	Bryan Homann.
"	2-8-0	Nigel Gesley #456	Peter Homann.

NON TRIAL PARTICIPANTS

5" g	4-6-0	Springbok #1179	Barry Dunstan.
"	2-8-0	Nigel Gresley #457	Rodney Harris.
"	4-8-4	SAR #509	John Mere.
"	4-8-4	SAR #523	John Lyas.
3.5" g	4-4-2	CPR Atlantic	Glen Templeman.
5" g	2-8-0	Buffalo #8307	Brad Cottle.
"	-----	004 Junior	John Monte.
"	-----	Heisler	Michael Tingay.
7.25" g	0-4-4	SAR "V" class #9	John Daly.
"	0-6-0	Petrol/Hydraulic	David James.

Photo 1



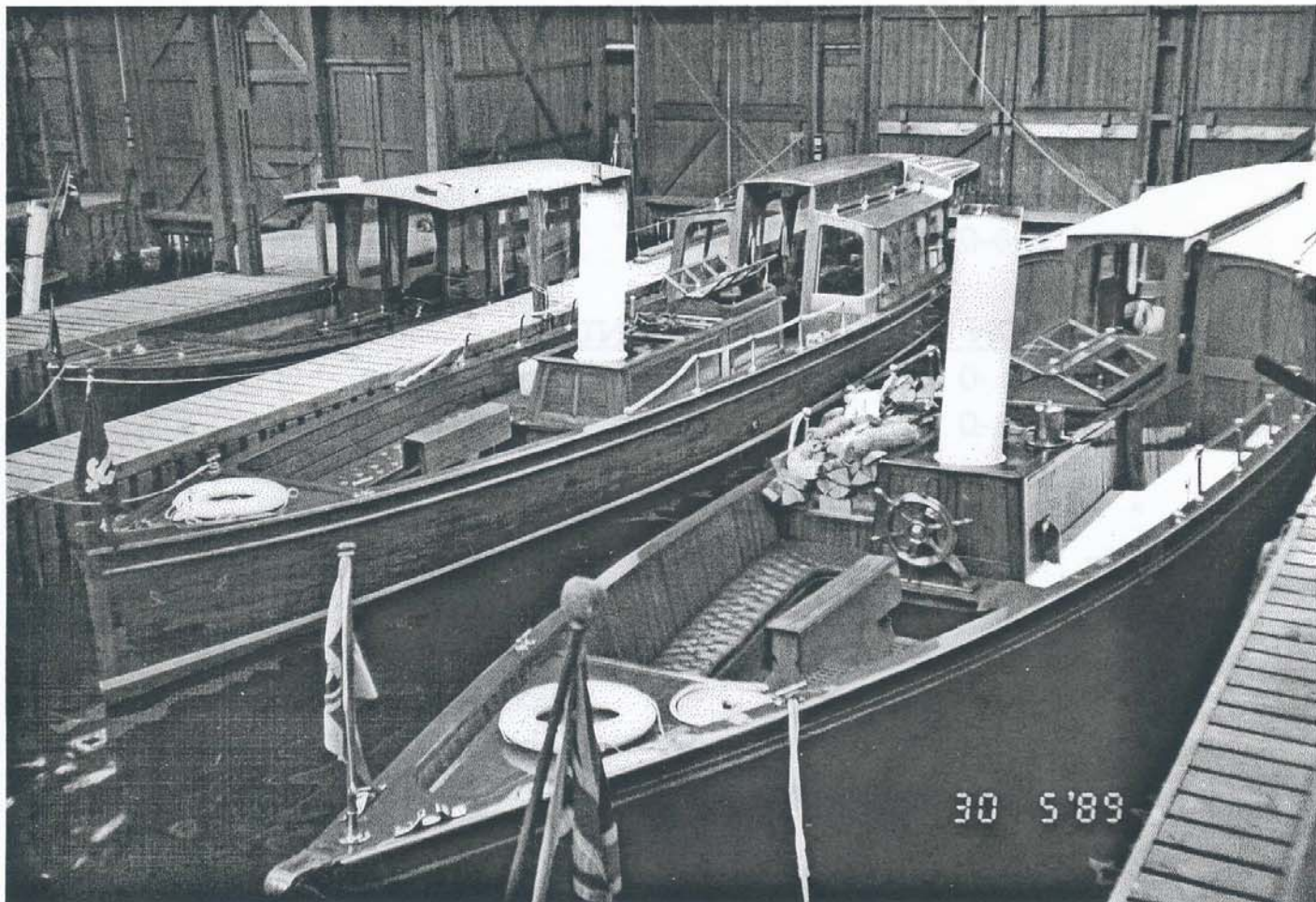
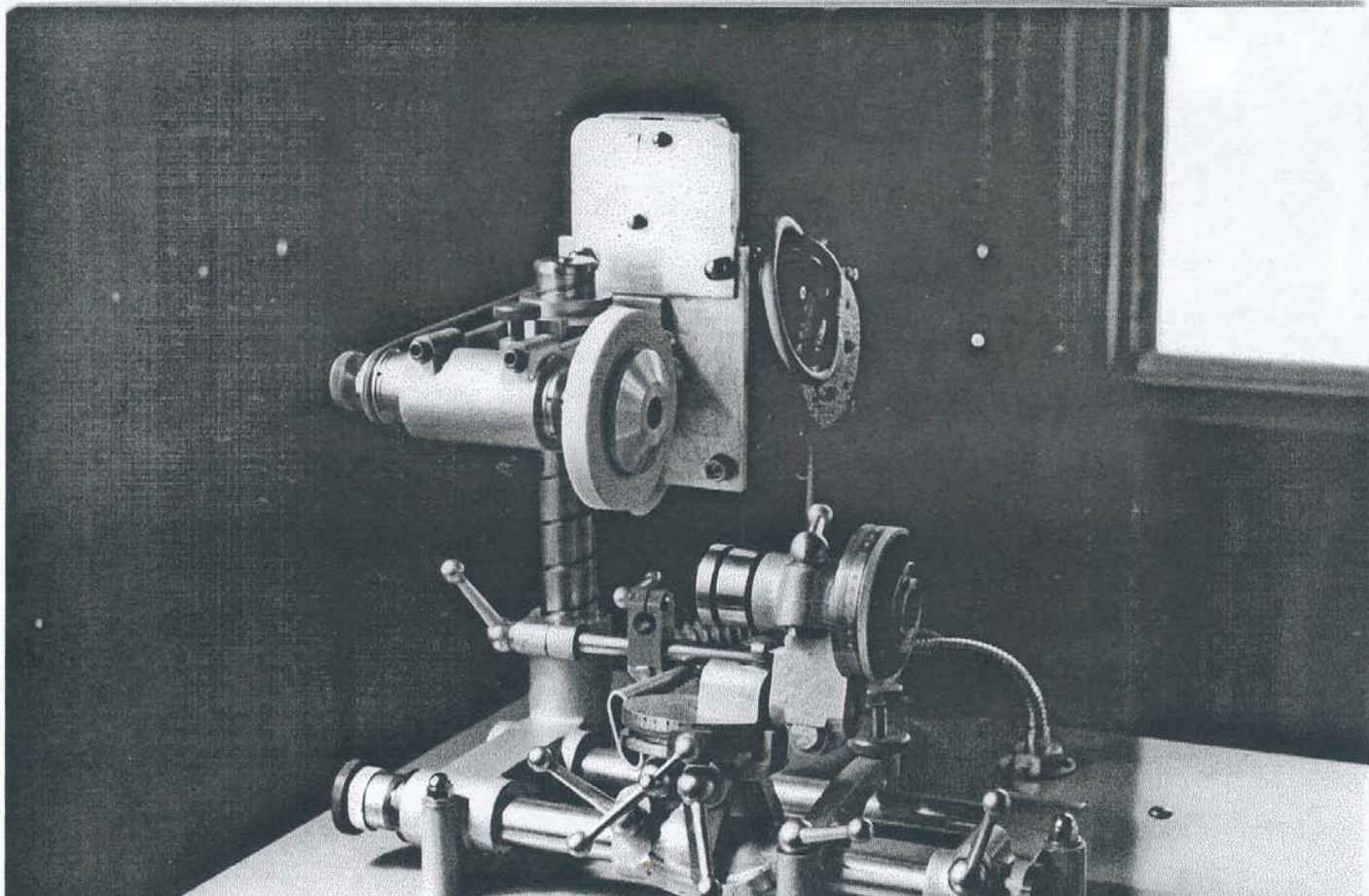


Photo 2

6 D

Photo 3



"	0-6-0	Hunslett Pet/Hyd	Ian Thomas.
5"g	2-8-2	D&RGW #453	Peter Hoyer.
"	4-6-0	LNER B1 #1088	Terry Trezise.
"	0-6-0 +0-6-0	Kitson Meyer #34	Graeme Driscoll.
"	-----	Steeplecab Electric	Michael Moyse
"	-----	Jack & Junior {D/H}	John Monte.
3.5"g	4-6-0	Doris	Alan Wallace.

WINTER RUNNING JULY 2005

The PFD on Saturday 16th July was cold and mostly overcast. Although the high wind and rain, which was forecast, did not eventuate, the public were deterred never the less.

The 5"g track boasted 4 locos whilst the 7.25"g track handled its loads easily with 2 locos.

Dividends were paid to the small number of people with one particular child claiming to have had 15 rides! There was not a single birthday partand one could be forgiven for thinking that the day was not much more than a play day.

SUBSCRIPTIONS

Please be advised that the 2005 - 2006 subs are now OVERDUE

If you have not paid you run the risk of being struck off the register. --- So act NOW before you forget.

NO MORE REMINDERS.

APPLIANCE ACCREDITATION

On wednesday 20th July member Michael Moyse spent considerable time testing and tagging all electrical leads on SASMEE property in order that we fully comply with regulations relating to duty of care. Electricians are not easy to come by and SASMEE gratefully acknowledges the generous help given by Michael in this regard.

WINTER RUNNING AUGUST 2005

The PFD on Sunday 7th August was typical for this time of the year, a cold 14 degrees with a couple of light showers. We had quite a reasonable attendance.

The questionable weather probably accounted for only 2 small birthday parties, but the large abundance of power in hand saw the passenger waiting time reduced to the short side. Rides were aplenty.

Tony Graystone was noted operating a steam boat on the pond following a lengthy absence. Helping out also was the usual crew of Norm Kernick, Bob Smith, Dean Deguisto and Malcolm Ambler.

Due to the showers quite a number of people sought refuge under the verandah and partook of the hot foods available from the canteen ably staffed by Marg. Lewis and Kristine Templeman.

SASMEE PARK STATION

The following locos were on the track:-

2-8-0	D&RGW Mudhen #453	Peter Hoyer.
2-8-0	Nigel Gresley #456	Bryan Homann.
-----	Steeplecab Electric	Ian Clark.
-----	005 + 004 Junior	John Monte.

MILLSWOOD STATION

The following locos were on the track:-

4-6-2	Green Pacific #8443	Ian Thomas.
0-6-0	Koppel	Glen Templeman.
0-4-0	Dolgoch #2	Barry Dunstan.
0-4-4	SAR "V" Class #9	John Daly.
4-6-0	WAGR "B" Class Karalee	Les Smith.
-----	Shay #12	Graeme Driscoll.
-----	Hunslett Pet/Hyd.	David James.

CARRIAGE SHED

Finally, after an 8 week wait the carriage shed. {26' x 11' x 7' } was erected by Olympic Industries on Friday 12th August and finished the following morning.

The structure, which has double doors both ends is of "River Gum" colourbond and blends in well with the lawns and trees.

The concrete floor has been poured on Thursday 25th August and the tracks {4} are presently being affixed with Dyna bolts.

Similarly the track which branches off the main line fans out into 4 roads which link up with those in the carriage shed.

The signals and telgraph department {aka Ian Clark} is well advanced with signal posts, colour lights and track circuitry.

S.A.R. "700" CLASS

With the positioning of the new carriage shed and associated trackwork it means that some fencing has had to be resited. Having done this the driving wheel off steam engine #705 is now tucked behind the fence adjacent to the Millswood pedestrian bridge. As young inquisitive feet are no longer able to clamber over it the opportunity was taken to clean it up and give it a fresh coat of paint. Looks much better now.

VANDELS STRIKE

Over the weekend of the 13th August vandels apparently managed to get over the front entrance {using barbed wire as steps} and graffitied the front of the toilet block -- quite a mess.

Although it is some 18 months since the last attack members had to spend valuable time in painting out the graffiti.

Apparently the best deterrent for these morons is to remove their so called "work" as soon as possible.

ANNUAL GENARAL MEETING

The AGM was held on tuesday 9th August 2005 with a reasonable attendance of 36 persons.

There was no voting required as only the required number had nominated for positions on the committee, however there were several changes. Outgoing treasurer Phil Waugh did not seek renomination. The club wishes to sincerely thank him for the efforts put in over the past 2 years.

The listing of SASMEE office bearers for 2005 - 2006 is shown on the back cover of this addition of the Bulletin.

SIGNING ON

Members are once again reminded of the requirement to sign the attendance book immediately upon entering the SASMEE grounds. Make a habit of stopping at the clubhouse and signing before you go any further.

WINTER RUNNING AUGUST 2005

The PFD on Saturday 20th August was nearly another washout. With Adelaide having had something like 35mm of rain in the preceeding 24 hours. The rain on Saturday morning looked like hanging around all day, however shortly before opening time at 2pm a break could be seen in the western skies.

Notwithstanding this some further showers persisted until 3pm when blue sky began to filter though.

Seven locos attended and handled the meagre crowd with little effort. Marg. Lewis and Kristine Templeman handled the canteen patronage with ease.

Once again the warmest spot was in the steam house and one time stalwart Mark Grimshaw turned up to say hello to the boys. In spite of the weather the boat pond was calm with several boats including a submarine were in operation.

SASMEE PARK STATION

The following trains operated:-

4-6-0	Black Five #5073	Alan Wallace.
2-8-2	SAR 700 Class #702	Bob Smith.
-----	Steeplecab Electric	Ian Clark.
-----	NSW 422 D/E	Malcolm Ambler.

MILLSWOOD STATION

The following trains operated:-

0-4-2	Talyllyn #1	Bert Francis.
0-4-0	Dolgoch #2	Barry Dunstan.
-----	Shay #12	Graeme Driscoll.

ANNUAL CLUB LUNCH

An early opportunity is taken to remind members of this yearly get together.

Once again, due to popularity, it will be held at "Fresh Choice Restaurant" at Sturt. This place is renowned for its fine food so be sure to put your name on the list.

The company is congenial and we do talk about things other than trains!

The date is Sunday 20th November at 12noon.

SOME SASMEE HISTORY

The following is an extract from the SASMEE Bulletin of October 1981. Please note the year.!

A PERSONAL PROFILE:

At the Annual General Meeting in May, Colin Cook and Bill Coles were elected to the SASMEE Committee. We take this opportunity of presenting a brief profile on both Colin and Bill.

Colin Cook - Colin is now retired, after spending 30 years as a Radiographer. Colin and his wife live in Belair, they have 2 children.

When Colin finished School he started work as an assistant in a Chemist shop, however some 30 years ago he started work at the RAH as a Radiographer and shortly after joined the Queen Victoria Hospital where he remained until he retired in 1980.

In recognition of this distinguished service to the Hospital he was awarded life membership of the Queen Victoria Hospital. Further, Colin was awarded the B.E.M. in the 1981 New Years Honours.

Colin has been interested in model engineering all his life and from stories told by his long-time friend Fred Gordon some weird and wonderful items have emerged from the back shed. Colin has almost completed a 3½" Tich and is considering building a 7½" Tich. Colin recently obtained a Boiler Operators Certificate. Colin has made a real contribution to SASMEE in the 4 years he has been a member.

BILL COLES - Bill is married, has 3 children with one still at school.. Bill resides in Brighton, not far from the Hove Railway Station, and is employed by Chrysler (now Mitsubishi) as Manager, Quality Control at the Lonsdale machine shop and engine manufacturing plant.

Bill served his time as a fitter and turner with Horward Bagshaw in Adelaide, and when one sees the superb "Mountaineer" that is being built by Bill we realise he is a true craftsman. Bill's hobbies are limited to the home and his workshop.

Heard a story that Bill's office is adorned with pictures of steam locos. We are indeed fortunate

RAILWAY QUIZ

Q.---What is the name of the oldest preserved railway in the world ?

Clue: SASMEE members should have the answer!

Answer in the next Bulletin.

Answer to quiz --- last Bulletin.

Q.--- In what year were the "Webb" engines introduced to South Australia ?

A.--- The year of 1926.

BOILER TESTING

Owners are reminded that if you wish to operate your pressure vessel you must have a **current** boiler certificate.

Don't leave it to the last day to have your test carried out, you will find it won't happen! Check the expiry date on your certificate, it may be closer than you think.

"WHERE DO YOU GET IT?"

By Barry Dunstan

Lately some members have been trying to source the whereabouts of small 3way valves that are suitable for use on steam operated drain cocks, air brakes or steam hydraulic brakes. Nowadays a lot of loco fittings can be purchased off the shelf, which is very handy for a person not versed in machine work. A "KITZ" 1/4" 3 way Ball valve can be purchased for approximately \$65.00 from N.C.P.S. Industrial.

Unit 2 / 1445 Main North Road, Para Hills West.

Phone [08] 8285 2344

FOR SALE

7 1/4" STEAM PUMP {for Water}

Manufactured by M.B.M. Model Engineering N.Z.

Bore 1" Stroke 1.25" Waterside 0.625"

Height 5 1/2"

As new condition \$600.00

If you already have one, a spare is always hand.

Contact Barry Dunstan {08} 8248 4843

FOR SALE

VERTICAL / HORIZONTAL MILLING MACHINE.

PACIFIC MODEL F900. Single Phase. Imperial Grads.

Table 28.5" long x 7" wide.

Table travel 18" X 4.75" cross.

Vertical table travel 15"

#30 International tapers.

All slides dovetail

Head slides in/out, Swivels +/- 90degrees.

Table stops fitted.

Table slots to fit 0.375" diam bolts.

Horizontal Motor -1.5hp 9speeds

Vertical head - 0.5hp 8 speeds

Comes with Horizontal arbor / spacer sleeves.

Overarm / bearing support./Clarkson Holder.

5" Machine swivel vice./Arbor draw bolts.

#1 and #2 Morse taper Adaptors./Selection of cutters.

Condition of machine is "Good", and capable of accurate settings. This machine will be offered for sale in

November 2005 as is currently in use.

Price \$1850.00 or near offer.

Contact Bill Coles 8296 2167

WANTED

Does any one have spare copy or would be willing to donate a copy of "MODEL BOATS" magazine of May 2005 to the library.? We are short of this issue which will reflect in our efforts to have a complete years bound volume.

Please contact the librarians if you can help.

Thank you.

Photo 1 is Ian Thomas`s Pacific #8443 at Penfield.

Photo 2 is a view inside Windermere Boat Museum in UK.

Doors at rear open out to Lake Windermere.

Photo 3 is the late Fred Gordon`s Quorn Tool & Cutter Grinder. An example of the many skills of Fred.

S. A. S. M. .E. E. OFFICE BEARERS

2005----- 2006

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